

ALL IN HIS HONOR

George Washington's Birthday Observances in New York.

The Starry Flag Flies Everywhere and the City Makes General Holiday.

Patriotic Call Responses by Civic and Military Societies.

Sketch of the Career of the Greatest of American Patriots.

George Washington: First in war, first in peace and first in the hearts of this country.

The sun's brightest rays shone on the glorious day of the Father of his Country, and the city was in a state of general holiday.

At the same hour adjutant J. Gould Warner, assisted by veterans of the war of 1812, visited the flag on the old fort in Central Park.

THE ANNIVERSARY IN NEW YORK.

The flags went up again this morning, Mr. Forbes being assisted by the American Zouaves, and flags are at played on every public building in the city, while the courts and National, State and municipal offices, the stock, Produce, Petroleum, Cotton and other exchanges are closed, and the people of New York are quietly honoring the day on which the first American was born.

It was exactly forty-four minutes past 6 o'clock when Old Sol and the flag-draped banners saluted each other this morning, and it will be past the midnight hour when New York's celebration of the day has ended.

The public schools have a holiday, and patriotic marches, musicals and other employments closed their stores, shops and factories, and, though there is no sounding cannon and blaring of trumpets, the day is fittingly honored in all parts of New York.

"HOME OF THE REVOLUTION."

Washington's birthday is the day of the New York State of the Revolution, and this evening the city will be illuminated by the lights of the city, preceded by a reception to "sons" from other States in the "Red Room."

President Frederick B. Tallmadge will be the guest of honor, and seated on the dais with him will be the delegates from sister States in Pennsylvania, Iowa and the District of Columbia. Captains Morgan and Vice-President Floyd Kirkman.

James H. Morvan, on behalf of the Society, will present to President Tallmadge a medal of gold, set with diamonds, inscribed on a blue ground. There are thirteen diamonds, and the medal bears a medallion of a Revolutionary soldier. It is presented to an Eagle with wings spread, on which are two sprigs of laurel, and the whole is borne by a ribbon. The emblem will be accompanied by an address referring to the presentation of the Order of the Eagle to Washington by the French Navy, officers, and the formation of the Society of the Cincinnati by the officers of Washington's army.

Toasts are to be responded to as follows: "Washington," Rev. Dr. Edward P. Ingersoll, of Brooklyn; "Nathan Hale," John G. Ford; "The Clergy and the Sons of the Clergy," the Fathers of the Revolution, Bishop Ferry, of Iowa; "The True Cause of the Revolution," the Rev. Dr. J. H. Morvan; "The Revolution in 1776," Dr. Austin Scott; "The Private Soldier of the Revolution," Charles H. Woodruff; "British Maudslenders," John Gilbert Marshall.

"DAUGHTERS OF THE REVOLUTION."

One of the most interesting events of the anniversary, the organization of the New York Society of the Daughters of the Revolution, took place at Henry's at 11 o'clock this morning.

About 200 ladies met in the ball-room, Mrs. Florence Darin presided. Resolutions were passed and greetings to the Daughters of the Revolution and the Sons of the Revolution at Washington, and expressing a wish to the Society.

Mr. G. D. Postman read letters from a number of Southern ladies, and a number of resolutions were passed in relation to the movement of perpetuating the memories of the Revolution and promoting aid to the Society.

FLAG PRESENTATION.

One of the prettiest of the day's events was the observance by Naval Post 516, G. A. R. The Post this morning presented a set of flags to St. Peter's School, the stated object being to inspire the children with a patriotism like unto that which inspired the brave who defended our starry banner from 1765 to 1865. James R. Soley made the presentation in a address.

FINNERS AND REUNIONS.

The Washington Heights Century Club will enjoy a banquet at the Murray Hill Hotel at 6.30 this evening.

The New York State Society of the Cincinnati will dine at the Plaza Hotel at 7 o'clock this evening.

The Quill Club will meet at Clark's restaurant at 7.30 this evening. The Twenty-second Regiment Veterans at Union square at 8 o'clock.

The Commonweath Club will dine at Morello's at 6.30 o'clock, and the Young Men's Democratic Club at the Clarndon Hotel.

MILITARY GATHERINGS.

There will be a dinner at 1.30 o'clock at the Regimental Mounts at Beethoven Hall at 6 o'clock.

Union ex-Prisoners of War will gather at 130 West Thirtieth street at 8.30 P. M.

LIFE SQUEEZED OUT.

Lampman William Delahanty Killed on the Kings County "L."

Crushed by a Backing Train at the Bridge Station.

Horrible Waiting Passengers See Him Caught in the Death Trap.

Another elevated railroad horror occurred this morning and another is added to the long list of L. employees that have recently lost their lives through some body's negligence.

This time it is a Brooklyn elevated road that claimed the victim, and William Delahanty, a lamp man on the Kings County Railroad, furnished the sad story.

He was run into and killed at the Bridge station of that road shortly before 9 o'clock this morning by a train that had come up from the Fulton ferry and was backing in to take on passengers from the Bridge.

The accident occurred on the north side of the station, directly opposite the entrance to the platform from the street, and in the presence of several horror-stricken waiting passengers and ticket-collector Stewart H. Wilson.

Delahanty was walking down the track when the rear car of the backing train came on him, and he was killed on the spot.

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FROM THE WORLD OF LABOR.

League Bluffing That Seems Rich to the Association.

The Amateur League Schedule Arranged—Club Gossip.

It seems to the Association a little rich that the National Board should pass a resolution declaring that the American Association, by withdrawing from the National agreement, had nullified the approval of all contracts its clubs had made with its players, and had reduced to naught the efforts of the Association.

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WHO KILLED THEM?

Coroner's Quest on the Tunnel Victims to Be Begun to Morrow.

The Public's Demand for Electric Lights in the Tunnel.

Grand Jury's Admonitions Disregarded by Railroad Officials.

Coroner Ferdinand Levy is busily engaged in preparing for the opening to-morrow at 10.30 o'clock of the inquest over the victims of Friday's Fourth Avenue tunnel disaster.

When an Evening World reporter called on him at his residence early this morning he said:

"Ever since this horrible accident happened my mind has been constantly occupied with ideas and plans pertaining to the investigation of the cause."

"I consider the inquest one of the most important that has ever come under my supervision, and I hope that the result will be heard of to the public. One thing is certain, such horrible accidents must never occur in this city again."

"I am glad to see that THE EVENING WORLD is so strongly agitating the subject of lighting the tunnel by electricity. There is no question but that it ought to be done, and I am sure that the press is really in no way advocating it."

"I have been examining the system of starting trains from the Grand Central Depot, and shall probably summon the chief train dispatcher to the inquest, as I think the jury ought to be fully acquainted with the system."

"The matter of lighting the tunnel by electricity, the part played in the disaster by the car stopper, the operation of the car stopper, and other features, should not, of course, be considered beforehand by me, as I am to present to the investigation."

"It is my duty to call the jury's attention to all these matters, and all others that may now or hereafter come up in the course of the investigation."

THE JURY TO BE IMPANELLED.

"I have not yet impanelled my jury, but shall probably do so within the day. The jury will not be composed of experts, although several experts will probably be called as witnesses. As jurors, however, experts would not fail to wrangle among themselves, and would not be of much use in the case."

"I had such a jury during the electric wire tragedy investigation and found the jurors eminently satisfactory."

In addition to Engineer Fowler and Operator Matthews, who were killed on Friday, I have also called Edward J. Brown, the electric car stopper, in \$5,000 bail.

"I have also called George H. Hinchings and Charles W. Hinchings, the conductor and the driver of the New Haven local; John Franklyn, John Kelly and M. C. Craig, the conductor, engineer and car stopper of the 'shop' train, and Frederick H. Hinchings, the engineer of the switch engine, which was thrown from the track on Friday night."

"The State Railroad Commissioners have not been requested to attend the inquest, but I shall probably call them to the stand, as the jury may wish to hear from them on the subject. The jury may also wish to subpoena the head officials of the roads involved."

"The inquest will begin at 10.30 to-morrow. I shall briefly state the facts of the accident to the jury, and then conduct them to the tunnel where they may view the scene and surroundings for themselves."

ELECTRIC LIGHTS FOR THE TUNNEL.

The public demand for the electric-lighting of the Fourth Avenue tunnel, an exclusively promulgated through THE EVENING WORLD, is increasing, and some of the railroad authorities interested are already giving evidence that the demand is beginning to make itself felt."

In an interview with a reporter, Dr. Chauncey M. Depew, President of the New York Central Railroad said:

"A criticism has been made that the head lights were taken off locomotives on account of economy. As a matter of fact the rules of the railroad companies prohibit the use of head lights in the tunnel. It has also been said that accidents could be prevented if the tunnel was lighted."

"Some years ago I requested the operating department to take up the question of lighting the tunnel by electricity and to report whether it would be the interest of safety or otherwise. The unanimous report of the experts was against it."

"The reason they gave were that the white light would penetrate farther through fog, steam and smoke than a red light or a green one, and that therefore the engineers would be liable to make mistakes, to see the danger signal."

TUESDAY PRESIDENT H. WALTER WEBB SAID: "There has been talk of lighting the tunnel with electricity. It may be that this collision will hasten the introduction of the lights. The tunnel is certainly in need of ventilation."

THE TUNNEL TUNNEL TRAGEDY.

As in the case of the collision on the collision of Sept. 25, 1888, in the same tunnel, caused no end of controversy as to what were the causes and who was to blame for the disaster. The Grand Jury investigated the matter and made several important recommendations. One was that the tunnel be lighted with arc electric lights and equipped with some method of ventilation."

On the day that only one train be allowed at a time on any track between Fifty-ninth and Ninety-sixth streets, and that no train be allowed to enter the tunnel until a telegram has been received announcing that the train in advance has emerged."

RECOMMENDATIONS WERE IGNORED.

None of these recommendations were carried into effect by the management of the tunnel, or even heeded. In connection with other vital matters, they will now be brought to the attention of a committee by Coroner Levy, and the State Railroad and Waterway Commission will be asked to take up the matter.

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